

TIMATION

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FLOWER AND VEGETABLE SEEDS

FOR THE SEASON 1933-1934.

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These SEEDS are supplied to us by the BEST GROWERS IN THE WORLD. It is essential to use particular care when sowing and to exercise supervision over the Chinese Gardeners, whose "old custom" methods of dealing with the seeds may sometimes lead to disappointing results.

CLAY'S FERTILISER,

For use in the garden generally.

RANSOME'S LAWN-MOWERS.

The Best and Cheapest Machines in the Market.

A. S. WATSON & CO. LIMITED, SEEDSMEN.

ESTABLISHED 1841.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have not appeared in their papers will be inserted.

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Lieber's

P.O. Box, 33. Telephone No. 12

BIRTH.

On the 21st August, at Sochow, the wife of N. GUY GEE, of a son (CHARLES McQUEEN).

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28th AUGUST, 1933

The appointment of Admiral ALEXIEFF as Viceroy, with full powers, under the Supreme Council of the Russian Empire, is a fact which for good or ill cannot fail to have important consequences, not only for the outside world but for Russia herself. We know of no equivalent to the appointment in modern times, and its nearest representative seems to be the satraps of the ancient Persian Empire, as founded by Darius. We have before, on the 17th instant, alluded to the external aspects of the appointment; the internal, as indicative of the profound changes through which the Russian Empire is passing, seem no less important and interesting. In remarking more than once recently on the curious contrast between orders given at St. Petersburg and the acts of the Russian agents in the Far East, we have more than once pointed out the absence of any adequate power of control midway. Russia, we all know, feels none too assured of her position in Central Asia, and doubtless fears that at any moment her communications may be cut in two; she has too often condoned the most glaring breaches of discipline to feel quite easy as to the loyalty of her commanders; and now the same difficulty is staring her in the face at the extremity of the line. It has been evident during the whole of the recent operations in Manchuria that not St. Petersburg, but the officer in command in the eastern Province, has assumed full control of Russia's foreign policy. This, as we have pointed out, while a menace to the world at

large, can by no means be looked upon as satisfactory to her satrap at home, and it may well be that the new step is taken in the hope of getting rid of the anomaly. If so, the step, judged from the experience of history, is a particularly fatuous one. The appointment of satraps, supposed to be responsible to the supreme power alone, has been the general forerunner of disaster in all Asiatic empires. For that reason it has never been recommended itself to European Powers, and there is no reason to believe that with Russia it is anything other than a confession of weakness. Menaced by revolution at home, openly set at naught by her representatives abroad, the bureaucracy of Russia is in evil case, so perhaps it is not to be wondered at that it should eagerly seize every nostrum that seemed to offer a temporary alleviation to the vexation under which it suffers.

But if such be the view we must take of the appointment when contemplating it from a Russian standpoint, when we look at it from outside there are other dangers even more imminent. Here we must look at the past career of Admiral ALEXIEFF, and the outlook is by no means reassuring. In fact, the new Viceroy has been distinguished principally by his capacity to do always the thing at any moment calculated to breed ill-feeling. His was the childish war about the railway siding at Tientsin; his seems to have been the silly painting of the rolling stock on the Chinese railway with Siberian colours; his too were the perpetual squabbles about trifles of every kind. Such conduct does not indicate a great administrator; yet if not as an administrator, of what possible utility to Russia can be his appointment to an important vicereignty? Even to pick a quarrel, the new Viceroy, while quite capable of doing a wrong, has not the supreme art of doing it so as to seem in the right. That the Russian Government in selecting Admiral ALEXIEFF for the new post, did it in the hope that it would be the most pleasant part of his task to pick a quarrel with Japan, we may accept as extremely probable. There are many things in Russian eyes to be gained from such a quarrel at the present condition of affairs. Russia is sadly in want of some cheap prestige. She is aware that the world at large is looking askance at her as a never-do-well amongst the nations; if she could just manage to get into some little war, not too expensive, where she might have some reasonable hope for success, and could not be too badly beaten, it would take men's minds off their little troubles at home, and would afford a reasonable means of drafting a goodly number of troublesome subjects to Siberia, whence of course they need never come. Now doubtless Admiral ALEXIEFF is just the man to pick the quarrel, but he scarcely seems to be the man to pick it wisely; and in this lies the difficulty of the case. In any way the appointment of her Far Eastern satrap is not a subject on which, whether as friends or possible enemies, we can congratulate Russia.

No plague-cases were reported during the 24 hours ended at noon yesterday.

The French mail of the 25th July was delivered in London on the 27th inst.

In the Summary Court yesterday a mafioso Captain Keller of the Sherwood Foresters for \$29 in respect of the keep of a pony. Mr. Justice Wise dismissed the suit, after hearing evidence.

We received yesterday from the U.S. Consulate-General the following typhoon warning issued from Manila Observatory at 9 a.m.—2 th, 9 a.m.—Typhoon off the east coast Luzon, probably between parallels 16 and 17.

Four months' hard labour was the sentence imposed yesterday at the Police Court by Mr. T. Sorcombe Smith upon a Chinese youth who admitted stealing \$33.50 from his uncle in Canton for the purpose of going abroad. The uncle was visited by a detective from Hongkong, and came down here to give evidence.

Poor Marshal Su, says the P. & T. Times, was confined in the very room in the Board of Punishments Yamen where the wretched Shen suffered his martyrdom, the ghastly mementoes of his suffering still staining the floor. The occupant found this unbearable, and managed to effect a transfer by paying Tls. 800.

The enquiry was resumed yesterday afternoon before Mr. T. Sorcombe Smith, Police Magistrate, into the circumstances attending the death of a native workman who was killed by the collapse of a house at Mei Kwai Lane, West Point, on the 19th inst. The enquiry was again adjourned till Tuesday next, when it is expected to conclude.

By permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play at the Hongkong Hotel to-night from 8 to 9.30. The following is the programme:—

March—“On the Road.”—Ord House Orchestra.

Selection—“The Sapphire Necklace.”—Sullivan.

Selection—“The Runaway Girl.”—Coryell.

Song—“Yin Sing.”—The Girls of Araby.

Selection—“The Belle of New York.”—Kerby.

Waltz—“Cypriote.”—Grove.

Two-Song—“God Save the King.”—The Girls of Araby.

Sir Ernest Satow arrived at Peking on the evening of the 26th inst.

The Oriente Hotel at Manila has been sold to the Insular Government for over \$450,000, to be used as a post-office, etc.

A Berlin telegram to Manila says that Baron Von Stengle is the new Minister of the Treasury. He is a distinguished financier.

According to a Berlin telegram, the Kruppke has announced that they will fight the Steel Trust's encroachment on their trade in Europe.

A floating-dock for the accommodation of passengers, to facilitate their landing and to gain possession of their baggage, is the latest addition planned by the Custom House at Manila.

The death occurred at Kube on the 16th inst. of Mr. John C. Abell, a well known and very popular resident, who was for many years Secretary of the Chamber of Commerce of the port.

The N.C. Daily News quotes a Canton despatch to the effect that it was rumoured last Saturday that Viceroy Shun, accompanied by General Fung Tze-tai, has gained a great victory over a large body of rebels at Hainchoa, Kwangsi, and that the rebel losses were over 3,000.

The China Navigation Company has added another liner to the fleet that plies between Hongkong and Manila, the steamer Kaifong being the latest addition. This will give the company a weekly service; the Kaifong will run alternatively with the Sangkaiang, so that those steamers will leave Hongkong and Manila every Wednesday and arrive in alternate ports every Saturday.

The N.C. Daily News says that the meeting of the Consular Body to discuss the Sappo case has not yet taken place, and there is consequently no question as yet as to sending the difficulty back again at Peking. The prisoners cannot be gagged indefinitely, says our contemporary, and the probability is that they will be shortly brought before the Mixed Court and tried in accordance with the original agreement with the Taotai.

Under date Berlin, 22nd August, the Ostasiatische Lloyd publishes the following remarkable telegram:—“The London Times publishes some false representations in regard to the visit of the German man-of-war to Vladivostok and announces a new Russo-German-French triple alliance in East Asia. There is not a word true in the whole matter.” It is curious we have heard no word of the alleged representations of the Times from any other source.

The Ostasiatische Lloyd has the following Hongkong telegram, dated 24th August:—“The Rev. W. Homeyer, of the Berlin Mission, was attacked last Tuesday on the North river by pirates, who robbed and badly wounded him with four bullets in the face. His wife's maid, his own servants, and the boatmen were also wounded. The affair occurred at the same spot where the American railway engineers were recently attacked. The German Consul in Canton, to which place Mr. Homeyer has returned, has taken up the matter. The story about the attack on the Americans was much exaggerated. This may turn out equally so.”

Mr. Fred T. Jane, author of *All the World's Fighting Ships* and a well-known naval publicist, has announced his intention to contest Portsmouth, at the next general election as an Independent Conservative candidate, and in a letter to the Conservative Association, declining to place his candidature in the hands of that body, he states that he places the Navy before party. The Naval and Military Record writes that Jane has nothing to do here with the particular shade of Mr. Jane's politics, but we may point out that most of the candidates for Dockyard towns have to acquire their naval knowledge after their election, whereas Mr. Jane, by virtue of the process by bringing an encyclopaedic knowledge direct to the arena. We have here a naval specialist, living in a naval town, offering himself without the support of the party organisation, to the suffrages of the constituency with whose aims and objects he has a life-long acquaintance. It will be remembered that some years ago the warrant officers contemplated running their own candidate, and it is no secret that Mr. Jane was the man of their choice.

The deaths of two Admirals who once saw service in China are announced in the latest home mail-papers. Admiral the Hon. Fitzgerald Algonzo Charles Foley, died on the 26th ult. at Fordingbridge, Hants. He was born in 1823, and entered the Royal Navy on May 2nd, 1837. As a midshipman he served in the *Castor* during the operations on the coast of Syria and at the bombardment of Acre in 1840, and received the Syrian and Turkish medals with clasps. His commissions as midshipman, lieutenant, and commander bore date respectively April 29th, 1843, January 15th, 1846, and September 7th, 1855. During this period he saw service in China against pirates, and received the China medal. Afterwards he became superintendent of Sheerness Dockyard, and as a rear-admiral, superintendent of Portsmouth Dockyard from 1877 to 1882. He became vice-admiral on November 23rd, 1881, and admiral May 24th, 1887, being placed on the retired list July 7th of the same year.—Rear-admiral the Hon. Richard Hare, whose death occurred at Folkestone, was the second son of the second Earl of Listowel. Born in 1806, he entered the Royal Navy in June, 1820, served as a midshipman in the Crimea, and also saw service in the Baltic and during the China War of 1857-8.

Rear Admiral Emma, V.R.M., is having a thorough survey made of Chafco Harbour.

According to the *Figaro*, the fact that Japan has bought the four Chinese warships that were for sale in England is true.

Mr. E. von Hirsch, for some time Consul and Acting Consul-General for Austria-Hungary at Shanghai, has been appointed Consul-General.

The Rev. Father Hendrick has been consecrated Bishop of Cebu, and will shortly leave for the seat of his future labours, says a New York telegram.

“The Yellow River is reported to be again getting out of bed owing to the recent rains,” says a Northern paper. Others are reported to be staying in bed for the same reason.

Queen Wilhelmina of Holland and her Consort, Prince Henry, will visit the colonies of Holland in the winter. Queen Emma, the Queen Dowager, will act as Regent during her daughter's absence.

Owing to the epidemic at Cambridge recently of a mysterious disease resembling in some respects smallpox, the authorities ordered that all coins should be disinfected. We wonder what diseases may not be conveyed by Hongkong and Chinese coins.

The French Minister at Peking is said to have again demanded to know about the privileges granted the French by ex-Viceroy Wang, and whether they will be continued by his successor. The Waiwup has replied that the details shall be investigated.

Cholera, which had been for some time prevalent around Simla, reached the station early in August, but only one case had so far occurred within the municipal limits, according to last advices. Extraordinary precautions were being taken in view of the appearance of cholera.

The orders already promulgated at home which prohibit the wearing of uniform at fancy dress balls, and which provide that soldiers are to be returned by all officers present are now published formally in Indian Army Orders and are thereby brought into force in India.

The Naval and Military Record writes that “Russia still hopes that when Japan sees she is ready she will not press matters too far. It was this sort of policy which plunged Russia into the Crimean war. Believing that England and France would not strike, the Emperor refused to yield, and Russia may be making the same mistake to-day. . . . Under certain circumstances we are bound by the Anglo-Japanese alliance to render our ally support should she be placed in the awkward position indicated, and we could not stand idly by if we saw Japan in a life-and-death struggle in the fight for the open door.”

The grievances of the Indian medical service, which are the subject of an appeal to the Members of Parliament by the British Medical Association, include the slowness of promotion and consequent age retirement before the full pension has been earned. The appeal claims an alteration of the retirement and pension rules, an increase of pay similar to that given to the Royal Army Medical Corps, and selection of the P. M. O. for India alternately from the Indian Medical Service and the Army Medical Department. The Civil branch complains that honours are not given for purely professional distinction and claims equal pay with the military branch and the abolition of rules limiting fees. It is also claimed that the Director-General of the Indian Medical Service should have the rank of Lieutenant-General and a seat on the Viceroy's Council, with direct access to the Viceroy, and that Administrative Medical Officers should have seats on the Provincial Councils.

THE “POYANG” FATALITY.

The N.C. Daily News of the 25th inst. says:—“The return of the *Poyang* to Shanghai has enabled us to obtain, through the courtesy of Messrs. Butterfield & Swire, some further information in reference to this calamity. It is known now that the mess-room boy, who was landed sick at Wuhu before there had been any deaths on board the steamer, has since died there of cholera. The whole of the evidence obtainable as to what occurred on the *Poyang* and as to the illness and death of her five officers, was submitted to and carefully investigated by Dr. Thomson of Hankow, who has certified in a long and exhaustive report to Messrs. Butterfield & Swire, that the symptoms in the case of all those who died were undoubtedly those of true cholera. Dr. Thomson's report and the evidence have been laid before Drs. Burge and Miller here, who fully agree with his conclusions. Finally, the matter has been submitted to the Acting Chief Justice here, Mr. F. S. A. Bourne, who has given it as his opinion that Mr. Spencey, having before him the certificates of two qualified doctors that the deaths were due to cholera, was perfectly right, in the absence of any cause of suspicion, in giving a burial order, an inquest under such circumstances not being necessary.”

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—The barometer has risen over E. Japan, fallen slightly over Formosa. A low pressure trough appears to be lying over the N. part of the China Sea and the Pacific to the E. of the Bellingham Channel. A circular depression may be forming in the neighbourhood of the latter area. Pressure is highest over E. Japan. Moderate to fresh N.E. winds in the Formosa Channel and over the E. part of the China Sea. Rainfall—Maximum N.E. winds; showers.

TELEGRAMS.

THE AMERICA CUP.

LONDON, 26th August.

The Shamrock was 2 minutes and 36 seconds late in starting, of which 38 seconds were disallowed according to rule.

THIRD RACE ABORTIVE.

LONDON, 27th August.

The race is off. The result of the skillful jockeying of the *Reliance* was that neither boat crossed the starting line till after the handicap gun had fired, the *Shamrock* thus being 107 out of 157 seconds handicap. This is the worst tactical defeat ever sustained at the start in any “America” Cup race. The *Reliance* kept the lead on the fifteen mile windward stretch, turning the mark some minutes ahead of the *Shamrock*.

[The above is printed to-day by kind permission of the Chamber of Commerce. Messrs. Shewan, Tomes & Co. kindly informed us yesterday morning that they had received the following telegram with regard to the race:—

New York, 27th August.

No race; very light weather; postponed owing to wind. Will be re-sailed day after to-morrow (Saturday).]

THE BALKAN TROUBLES.

LONDON, 26th August.

With reference to telegram No. 2182, dated London, 23rd inst., it was announced in Bucharest that the Bulgarians and Greeks in Roumania had been ordered to return to their homes for the purpose of mobilisation, but there has been no Bulgarian or Greek announcement to that effect.

LATER.

The total number of Turks called out on a war footing in Macedonia is 350 battalions.

THE GOVERNOR OF BOMBAY.

LONDON, 26th August.

Lord Lamington has been appointed Governor of Bombay.

THE UNITED STATES.

LONDON, 26th August.

Mr. Elihu Root, Secretary of War, has resigned and is succeeded by Mr. Taft.

HONGKONG WATER POLO ASSOCIATION.

AQUATIC ENTERTAINMENT.

This afternoon at the V.R.C. enclosure, the members of the Water Polo Association will give an aquatic entertainment, commencing at 4.30 p.m. sharp. Ladies are cordially invited by the committee. The following is the programme:

1.—TWO LENGTHS (HANDICAP). First and second in each heat to swim in the final.

FIRST HEAT.

G. J. Clarke	Go	J. Alves	4
H. Austin	Go	G. H. Rubio	4
C. T. Ozorio	3	M. A. Razack	5
F. K. Tala	5	L. E. Lammert	5
H. S. Holmes	5	F. Ellis	5
J. M. Britto	5	J. Rosa Pereira	5
A. Ribeiro	5		
F. Jorge	10		

2.—TEAM RACE—Y.M.C.A. Lusitano, and another.

3.—TWO LENGTHS HANDICAP (final heat).

4.—TUB RACE (1 length).

FIRST HEAT.

G. H. Rubio	Go	F. E. Ellis	Go
H. Austin	2	A. E. Chammet	7
F. K. Tala	5	E. Raymond	7
H. S. Holmes	5	H. C. Beyer	4
J. M. Britto	5	E. E. Miller	4
F. Jorge	7	M. A. Razack	3
		E. Jordan	1

5.—EXHIBITION DIVING.

P. W. White

W. Schumacker

6.—TUB RACE (final heat).

7.—WATER POLO.

BLUE.

A. E. Alves (Capt.)

C. J. Cooke

A. Barros

N. H. Alves

L. E. Lammert

C. Alves

E. Ribeiro

WHITE.

W. Armstrong (Capt.)

W. H. H. H.

W. H. H. H.

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PREVENTION OF CRUELTY TO ANIMALS.

SOCIETY FORMED IN HONGKONG.

A public meeting of ladies and gentlemen interested in the formation of the Colony of Animals was held yesterday afternoon in the City Hall, H. E. the Governor, who was accompanied by Lady Blake, presiding.

In proposing the first resolution on the paper, Mrs. E. H. H. H. explained the objects of the meeting, and said the formation of such a Society in Hongkong had not come a day too soon. He referred to cases of cruelty to animals that had come under his own notice, where horses, cattle, and fowls were made the victims of unnecessary suffering, and expressed the conviction that carelessness or thoughtlessness on the part of the people inflicting that suffering had a great deal to do with it. He quoted an instance that occurred once in the West Indies, where, riding along the road one day, he saw an old negro woman carrying some fowls to the market by their legs with their heads hanging down. He stopped the old woman and said to her:—“That is a cruel thing to do; how would you like, my good lady, if I took you up by the feet and carried you that way for two or three miles?” She appeared outraged at the idea, but she carried the fowls properly after that. She simply had not thought about it. In the same way there was a pony which had been driven about all day and at last dropped and nearly died; it was possible that there the Chinese thought as little about that pony as the Cockney whom Mr. Latch was fond of caricaturing in the pages of Punch years ago, thought about his horse. When told that an animal might be driven for thirty miles but could not possibly be driven for sixty, he answered:—“It's all right; I have bought two whips.” In most of these cases it was probable that the cruelty was the result of unfeeling thoughtlessness rather than deliberate brutality. The purpose of the Society was to stimulate the susceptibilities of these thoughtless persons and bring before them appreciation of the fact that God, who had laid upon all animals the capacity to suffer, had placed in the human breast the seeds of sympathy, and pity, and mercy, and without cultivation of these qualities, a man or woman, however successful or high or mighty, was but a poor creature whose mind had been deformed by neglect or abuse. As Shakespeare had said in his beautiful lines—“Mercy is an attribute to God himself.” His Excellency, whose remarks were received with applause, then read the following resolution standing in his name:—“That it is desirable to form a Society for the Prevention of Cruelty to Animals in Hongkong, and it is resolved that such a Society be hereby formed under the name of ‘The Hongkong Society for the Prevention of Cruelty to Animals.’”

Mr. E. A. Hewart, who seconded, thanked His Excellency for the interest he had shown in the movement and for the support he had given it by allowing himself to be nominated as the President of the proposed Society. Preceding, he made reference to the active interest which the Royal Family had displayed and were displaying in the Society at home, and hoped that soon the Royal Family would be able to add the word “Royal” to its name and style itself the Royal Society for the Prevention of Cruelty to Animals. A Society of the kind was needed in Hongkong, for however much the police, to whom every credit was due, might strive to put a stop to cruelties, they were not able of themselves to effect that purpose. The Bill now before the Legislature would go a long way towards improving the present state of affairs, but constant supervision would be required to see that the provisions of the Bill, when it became law, were observed, and in that direction he trusted the Society would be found useful. Mr. Hewart described acts of cruelty to animals and birds occurring in the Colony, and went on to state how the Society proposed to put them down. Its chief object was educational, and to that end it was hoped they would be able to give prizes to be competed for by the children in the various schools, who would be asked to write essays on the question of kindness to animals. By the means, and by inducing the constant supervision of the police, the Society hoped to see that where acts of gross cruelty had been committed, it was hoped to carry out the object for which the Society had been formed.

The Hon. W. Y. Y. supported the resolution which was carried unanimously. The Bishop of Victoria proposed the second resolution as follows:—“The purpose of the Society is to encourage by every possible means the promotion of humanitarianism towards Animal Creation. (a) the members of the Society will do all in their power to put a stop to cruelty to animals by individual effort. (b) They will use their best endeavours to teach the true meaning of kindness to animals to all with whom they are brought into contact and to educate children in these views; to which end they would suggest the introduction of books bearing on this subject into the schools of the Colony. (c) It is further proposed to gain this object as regards the Chinese by the translation and circulation of suitable literature amongst them.” The Bishop said he was glad to hear that the chief object of the Society was to be educational, and for that reason he was glad that the resolution had been put into his hands, because the method advocated by that resolution was chiefly education. His firm conviction was that the Chinese were not a cruel people, and where one found cases of cruelty these things were only owing to ignorance. The conditions under which the Chinese of the poorer class lived tended to promote thoughtlessness with regard to the treatment of their animals and fowls, and the proper way to teach them kindness was by educational means rather than prosecutions. If these people were to be taught to be humane towards animals, we must set the example by being humane to our fellow-men, for nothing tended so much to brutalise a man as to be treated like a brute himself. (Heard, here.) Only the other day he had seen a man fog a rickshaw-coolie, meet severely with a cane, and whilst on that point he should like to see a good many of the cases carried about the streets in the hands of officials, and semi-officials quietly put in the fire. If we tried to teach our fellow-men to be humane, kindness towards them would be more likely to lead to kinder treatment towards animals on their part.

Mr. E. H. H. H. seconded the resolution. He also mentioned acts of cruelty that the Society would be called upon to prevent, but said that most of the work of the Society would arise in connection with cruelties occurring during the carrying of animals to Hongkong. The illustration of the case of Mr. E. H. H. H. referred to the transport of pigs on the West Island, where on board ship many of them died up by the nose to keep them from lying down, collapsed, with results better left to the

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	ON
GLASGOW and LIVERPOOL.	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 15th September.
GLASGOW and LIVERPOOL.	"JASON"	On 26th September.
GLASGOW and LIVERPOOL.	"PAK LING"	On 27th September.
GLASGOW and LIVERPOOL.	"CALCHAS"	On 1st October.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
NARSEILLES, LONDON and ANTWERP.	"NESTOR"	On 1st September.
NARSEILLES, LONDON and ANTWERP.	"KINTUCK"	On 15th September.
LIVERPOOL.	"PINGSUEY"	On 22nd September.
NARSEILLES, LONDON and ANTWERP.	"GLAUCUS"	On 29th September.
NARSEILLES, LONDON and ANTWERP.	"AGAMEMNON"	On 13th October.
LIVERPOOL.	"JASON"	On 26th October.
NARSEILLES, LONDON and ANTWERP.	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, and YOKOHAMA.	"DEUCALION"	On 4th September.
Thos. S. "TELEMACHUS" left Tacoma on the 9th inst., for Japan ports and Hongkong.	"CALCHAS"	On 2nd October.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th August, 1903.

CHINA NAVIGATION CO.

LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.	"HUPEH"	On 28th August.
CHIEFOO and TIENTSIN.	"KWEIYANG"	On 29th August.
NINGBO and SHANGHAI.	"CHANG"	On 31st August.
LOILO.	"WUJIANG"	On 4th September.
MANILA.	"CHANGSHA"	On 8th September.

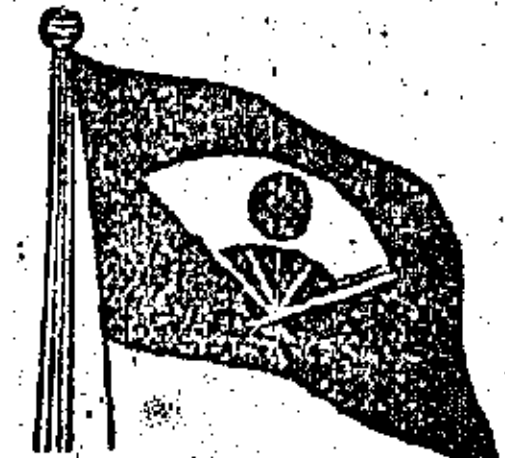
PORT DARWIN, THURSDAY. ISLAND, COOKTOWN, CALENS, TOWNVILLE, BRISBANE, SYDNEY and YEDULINE. The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A daily qualified surgeon in charge.

Reduced SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 28th August, 1903.

TOYO KISEN KAISHA

MANILA LINE.



REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date.
"ROMILLA MARU"	E. P. Bishop	3869	Friday, 28th August, at Noon.
"ROSETTA MARU"	H. S. Smith	3876	Wednesday, 2nd September, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street. K. NAKASHIMA, Manager. Hongkong, 25th August, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUL, via SWATOW and AMOY.	"DAIEN MARU"	SUNDAY, 30th August.
FOOCHOW, via SWATOW and AMOY.	"ANPING MARU"	FRIDAY, 28th August.
ANPING, via SWATOW and AMOY.	"MADZU MARU"	WEDNESDAY, 2nd September.

The Company's Steamers are specially designed for the coast trade of South China and Japan, and are fitted with all modern improvements. Excellent accommodation is provided for passengers, and a daily qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central. T. ARIMA, Manager. Hongkong, 26th August, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY.	"D.E.C. Roberts, R.N.R."	About 28th August.	Freight only.
LONDON, &c.	"W. B. Palmer, R.N.R."	Noon, 29th August.	See Special Advertisement.
SHANGHAI.	"BALLALAT" Freight and Passage.	About 29th August.	
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).	"D. C. Gregor, R.N.R."	About 4th September.	Freight and Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	"Sunatha" Freight and Passage.	About 18th September.	

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 25th August, 1903.

SHIRE LINE STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL.

"MERIONE" SHIRE. Captain G. C. Cuddy, will be despatched as above on SUNDAY, the 30th inst., at DAYLIGHT. For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 27th August, 1903. [2412]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

STEAMERS	ABOUT
"MOGUL"	31st Aug.
"BRABNER"	10th Sep.
"SATSUBA"	22nd Sep.
"SHIMAZU"	10th Oct.
"KURISTAN"	24th Nov.
"RICHMOND CASTLE"	7th Nov.

For Freight and further information, apply to BODWELL & CO., LTD., Agents.

Hongkong, 21st August, 1903. [1125]

THE SHIP "LIGHTNING."

Captain J. G. Spencer, will be despatched for the above ports on TUESDAY, the 1st September, at 1 P.M.

For Freight or Passage, apply to DAVID SAMPSON & CO., LTD., Agents.

Hongkong, 25th August, 1903. [1284]

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE (DIRECT), calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, to the RED SEA, to the LEVANT, to VENICE and to ADRIATIC PORTS.)

THE Company's Steamship.

"PERSIA." Captain Gaglietta, will be despatched as above on SATURDAY, the 29th September, at 1 P.M.

For Freight or Passage, apply to SANDER, WHEELER & CO., Agents.

Hongkong, 25th August, 1903.

NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO JAPAN AND BACK.

THE Nippon Yusen Kaisha are preparing during the month of July and August to issue FIRST-CLASS RETURN TICKETS from HONGKONG TO YOKOHAMA AND BACK for the round fare of Yen 98 payable in local currency. Return Tickets are available for return up to the 31st October, 1903.

Stop-over privileges allowed at any way port and between Aoji and Kobe passengers have the option of travelling by the Sanyo Railway. For information as to Sailings, Steamers, &c., apply at the Company's Local Offices in PRINCE'S BUILDINGS, First Floor, Clater Road.

T. S. TAKAYANAGI, Acting Manager. Hongkong, 28th July, 1903. [2137]

FOR KWAN CHAU WAN, CHUK UM AND LAICHOW.

THE Steamship "SWIFT." Captain A. E. Monger, will have quick despatched for the above ports.

For Freight, apply to CHI WO, Agents, Wing Wo Lane. Hongkong, 26th August, 1903. [2442]

THE new and fast Twin-Screw Steamer "SAN CHEUNG."

551 Tons. Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare \$3 each way. Meals, \$1 each. Cargo Freight very moderate.

J. TREVILLAN & CO., No. 123, Queen's Road Central. Hongkong, 26th July, 1903. [1721]

"S.S. WING CHAI."

Captain Samuel Bell Smith. DEPARTURES from Hongkong, on week days at 7 A.M. on Wednesday, Saturday, and Sunday (week days) at about 2 P.M. and (Sunday) at about 8 P.M.

First-class (week days) 1st class (including cabin and servants) \$3. Return Ticket \$5. 2nd class \$1.50. Return Ticket \$3.50. 3rd class \$1. Steerage 50 cents. On excursion Sundays 1st, 2nd, and 3rd class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tea and Dinner, either on board or at Mecca Hotel \$3.

Wharf—Quetta Central Market. The Steamer runs an Excursion Trip Every Sunday in Summer. SAM WANG & CO., LTD., 81, Queen's Road Central. Hongkong, 25th July, 1903. [2112]

MUSIC.

RAPID Tutor given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate. L. A. DE GRACA, 58, Peel Street, or Care of Daily Press Office. Hongkong, 11th August, 1903. [225]

M. CHADWICK KEM.

DENTAL SURGEON, No. 39, QUEEN'S ROAD CENTRAL. Office Hours—9 A.M. to 5 P.M. Hongkong, 16th June, 1903. [1721]

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, SINGAPORE. THE Company's Steamship

"HITACHI-MARU" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-morrow, 25th inst. Goods not cleared by the 31st inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 3rd prox., or claims in connection therewith will not be recognized.

Hongkong, 25th August, 1903. [2397]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "GLAUCUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 31st inst.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th prox., or they will not be recognized. No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1903. [11412]

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c. via Suez Canal, and from Bordeaux &c. via Suez Canal, are hereby informed that their Goods, with the exception of Opium, Precious and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Monday, the 31st inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st inst., or they will not be recognized. All damaged packages will be examined on Monday, the 31st inst., at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 24th August, 1903. [2]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA." FROM NEW YORK. CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, where notice and/or from the wharves a delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th September or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by LODWELL & CO., LIMITED, Agents.

Hongkong, 26th August, 1903. [2407]

"INDIA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL. THE Company's Steamship

"INDIA" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd September, at 10 A.M., will be subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & CO., Agents. Hongkong, 26th August, 1903. [2406]

DAVID COOPER'S MERCHANT NAVY.

NAVY BOILER, LONG FLAX, RELIANCE CROWN, TARPULING, ARNOLD, KARBURG. Sole Agents. AUTOMATIC MAUSER PISTOLS. CALIBRE 7.63 mm. 3 CHAMBER, 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS. SIEMSEN & CO. Hongkong 3rd October, 1900. [6]

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORDS: "MITSUBISHI" "NAGASAKI" "YOKOHAMA" "KOBAYASHI" "MITSUBISHI" "NAGASAKI" "YOKOHAMA" "KOBAYASHI"

DOCK NO. 1 (1st FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 2 (2nd FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 3 (3rd FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 4 (4th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 5 (5th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 6 (6th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 7 (7th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 8 (8th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 9 (9th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 10 (10th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 11 (11th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 12 (12th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 13 (13th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 14 (14th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 15 (15th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 16 (16th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 17 (17th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 18 (18th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 19 (19th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 20 (20th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 21 (21st FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 22 (22nd FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 23 (23rd FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 24 (24th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 25 (25th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 26 (26th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 27 (27th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 28 (28th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 29 (29th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 30 (30th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 31 (31st FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 32 (32nd FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 33 (33rd FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 34 (34th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 35 (35th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 36 (36th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 37 (37th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 38 (38th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water depth at low tide 17 ft. Water depth at high tide 20 ft.

DOCK NO. 39 (39th FLOOR) Length of the longest pier 514 ft. Width of the longest pier 80 ft. Water

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th, Ed. Libby's.

P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS WANTED

By a British Mercantile Firm a JUNIOR OFFICE ASSISTANT.

Apply by letter to—

N. O. P.,
Care of Daily Press Office,
Hongkong, 29th August, 1903. [2436]

ON and after this date, Mr. A. J. WILLIAMS, C.E., will act as our fully authorized CHIEF AGENT in connection with these Works.

PUNICHARD LOWTHER & CO.,
Hongkong, 28th August, 1903. [2421]

JUST ARRIVED.
Per s.s. "Hitachi Maru."

HASTINGS AND NAPIER'S YORK CUT HAN, and "BACON" QUITE FRESH.

PRICES REASONABLE. 5 per cent. Discount.

H. RUTTONJEE,
No. 5, d'Almeida Street,
38 to 39, Elgin Road, Kowloon.
Hongkong, 28th August, 1903. [2418]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 7th SEPTEMBER, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1903, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th SEPT. 1903, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 27th August, 1903. [2420]

THE HONGKONG COTTON SPINNING WEAVING, & DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the OFFICES of the General Managers, on MONDAY, the 14th SEPTEMBER, at 11.30 a.m., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 14th prox., both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th August, 1903. [2425]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR, to sell by Public Auction, for account of the Estates of the late F. O. EDWIN F. VASS, Captain MCINTYRE, and MARIA SCHULSTER, TO-MORROW (SATURDAY), the 29th AUGUST, 1903, at 11 a.m., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Le Mesurier Street,

SUNDAY GOODS AND EFFECTS, comprising—

GENT'S and LADIES' CLOTHING, TRAVELLING BAGS and TRUNKS, BOOKS, BOOTS and SHOES, BEDDING, &c., &c.;

Also

A quantity of GOLD JEWELLERY and COINS.

TERMS.—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 28th August, 1903. [2424]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on WEDNESDAY, the 2nd SEPTEMBER, 1903, at 10 a.m., at H. M. NAVAL YARD, SUNDRY NAVAL OBSOLETE AND COND. MEND STORES, comprising—

BOATS' STORES, BOILER, OLD BRASS, COPPER, IRON, PAINT, STUFF, CANVAS, FURNITURE, IMPLEMENTS, &c.

TERMS OF SALE.—As Customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 28th August, 1903. [2427]

THE HONGKONG WEEKLY PRESS will be ready to-morrow, and will contain—

Lending Article—

Lord Salisbury's Death.

H.E. the Governor on China.

Export of Arms to Japan.

Waiwai in 1902.

Swatow's Trade in 1902.

Hongkong Sanitary Board.

Hongkong Chamber of Commerce.

A Story Experiment.

Sanitary Trusts raised for Hongkong.

Volunteer Primrose Concert.

Notes from a Botanical Garden.

Presentation to Mr. Kidd.

Chang Chih-tung's Visits.

Fire on the "Ludraadi."

N.W. Territory Notes.

Canton.

Correspondence.

Hongkong and Whampoa Dock Co., Ltd.

Supreme Court.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance, postage, 32.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to subscribers sent, including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 28th August, 1903.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF UDO VAN BOSCH, LATE OF VICTORIA IN THE COLONY OF HONGKONG, MINING ENGINEER, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of Ordinance No. 3 of 1887, made an Order limiting to the 28th day of SEPTEMBER, 1903, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the undersigned before the said date.

Dated this 27th day of August, 1903.

J. W. NORTON KYSHE,
Official Administrator.

Action No. 976 of 1903.

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION—FOREIGN ATTACHMENT.

BETWEEN CHAN LI SHI, PLAINTIFF, AND MA CHAN SHI, DEFENDANT.

NOTICE IS HEREBY GIVEN that a WRIT OF FOREIGN ATTACHMENT returnable on the 7th day of SEPTEMBER, 1903, against all the property movable or immovable of the above named Defendant within the Colony has been issued in this Action pursuant to the Provisions of Section 453 of "The Hongkong Code of Civil Procedure."

Dated the 16th day of August, 1903.

EWENS & HARTSON,
Solicitors for the Plaintiff,
36, Queen's Road Central, Hongkong.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above ports on SUNDAY, the 30th inst., at 9 a.m.

For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers.

Hongkong, 28th August, 1903. [2423]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

The Steamship

"EASTERN."

Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1903. [2419]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA."

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th inst.

Any Cargo impeding her discharge will be loaded into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 3rd September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September at 3 p.m.

No Fire Insurance has been effected.

HAMBURG & AMERICA LINE, Hongkong Office.

Hongkong, 27th August, 1903. [2416]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLARAT."

FROM BOMBAY, CEYLON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods have been landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. India.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day, the 27th inst.

Goods not cleared by the 3rd prox., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1903. [2408]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on TUESDAY, 1st SEPTEMBER.

For Terms for Boarders or Day Scholars, apply to—

THE HEADMASTER.

Hongkong, 27th August, 1903. [2408]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (FRIDAY), the 28th AUGUST, 1903, commencing at 2.30 p.m., at "BILANDONAN," 5, Des Voeux Villas, The Peak,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

Terms.—As Customary.

On View from Thursday, the 27th August.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 25th August, 1903. [2390]

PUBLIC AUCTION.

THE Undersigned have received instructions from BRUCE SHEPHERD, Esq., I.S.O., to sell by Public Auction, TO-MORROW (SATURDAY), the 29th AUGUST, 1903, at 2.30 p.m., within his residence, "HAYTOR," 24, PLANTATION ROAD, Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, therein contained, comprising—

TEAKWOOD CABINETS, SIDEBOARD with BEVELLED GLASS, DINER WAGON, TEAKWOOD DRESSING TABLES with BEVELLED GLASS, HAT-STAND, DOUBLE IRON BEDSTEAD with WIRE MATTRESSES, CROCKERY and GLASS WARE, PICTURES, CHAIRS, &c., &c.

N.B.—Attention is drawn to several pieces of this Furniture, viz.:—Two Cabinets, Sideboard, Diner Wagon, Two Dressing Tables, Hatstand, &c., as they were recently manufactured to the Vendor's order in Teakwood from specially selected designs and are practically new.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 24th August, 1903. [2378]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction, Sale to be held on MONDAY, the 31st day of AUGUST, 1903, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land near Tokawan, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
N. S. E. W.					
1.	1.150	52	14	15,577	2,500
2.	1.150	52	14	15,577	2,500
3.	1.150	52	14	15,577	2,500
4.	1.150	52	14	15,577	2,500
5.	1.150	52	14	15,577	2,500
6.	1.150	52	14	15,577	2,500
7.	1.150	52	14	15,577	2,500
8.	1.150	52	14	15,577	2,500
9.	1.150	52	14	15,577	2,500
10.	1.150	52	14	15,577	2,500
11.	1.150	52	14	15,577	2,500
12.	1.150	52	14	15,577	2,500
13.	1.150	52	14	15,577	2,500
14.	1.150	52	14	15,577	2,500
15.	1.150	52	14	15,577	2,500
16.	1.150	52	14	15,577	2,500
17.	1.150	52	14	15,577	2,500
18.	1.150	52	14	15,577	2,500
19.	1.150	52	14	15,577	2,500
20.	1.150	52	14	15,577	2,500
21.	1.150	52	14	15,577	2,500
22.	1.150	52	14	15,577	2,500
23.	1.150	52	14	15,577	2,500
24.	1.150	52	14	15,577	2,500
25.	1.150	52	14	15,577	2,500
26.	1.150	52	14	15,577	2,500
27.	1.150	52	14	15,577	2,500
28.	1.150	52	14	15,577	2,500
29.	1.150	52	14	15,577	2,500
30.	1.150	52	14	15,577	2,500
31.	1.150	52	14	15,577	2,500
32.	1.150	52	14	15,577	2,500
33.	1.150	52	14	15,577	2,500
34.	1.150	52	14	15,577	2,500
35.	1.150	52	14	15,577	2,500
36.	1.150	52	14	15,577	2,500
37.	1.150	52	14	15,577	2,500
38.	1.150	52	14	15,577	2,500
39.	1.150	52	14	15,577	2,500
40.	1.150	52	14	15,577	2,500
41.	1.150	52	14	15,577	2,500
42.	1.150	52	14	15,577	2,500
43.	1.150	52	14	15,577	2,500
44.	1.150	52	14	15,577	2,500
45.	1.150	52	14	15,577	2,500
46.	1.150	52	14	15,577	2,500
47.	1.150	52	14	15,577	2,500
48.	1.150	52	14	15,577	2,500
49.	1.150	52	14	15,577	2,500
50.	1.150	52	14	15,577	2,500
51.	1.150	52	14	15,577	2,500
52.	1.150	52	14	15,577	2,500
53.	1.150	52	14	15,577	2,500
54.	1.150	52	14	15,577	2,500
55.	1.150	52	14	15,577	2,500
56.	1.150	52	14	15,577	2,500
57.	1.150	52	14	15,577	2,500
58.	1.150	52	14	15,577	2,500
59.	1.150	52	14	15,577	2,500
60.	1.150	52	14	15,577	2,500
61.	1.150	52	14	15,577	2,500
62.	1.150	52	14	15,577	2,500
63.	1.150	52	14	15,577	2,500
64.	1.150	52	14	15,577	2,500
65.	1.150	52	14	15,577	2,500
66.	1.150	52	14	15,577	2,500
67.	1.150	52	14	15,577	2,500
68.	1.150	52	14	15,577	2,500
69.	1.150	52	14	15,577	2,500
70.	1.150	52	14	15,577	2,500
71.	1.150	52	14	15,577	2,500
72.	1.150	52	14	15,577	2,500
73.	1.150	52	14	15,577	2,500
74.	1.150	52	14	15,577	2,500
75.	1.150	52	14	15,577	2,500
76.	1.150	52	14	15,577	2,500
77.	1.150	52	14	15,577	2,500
78.	1.150	52	14	15,577	2,500
79.	1.150	52	14	15,577	2,500
80.	1.150	52	14	15,577	2,500
81.	1.150	52	14	15,577	2,500
82.	1.150	52	14	15,577	2,500
83.	1.150	52	14	15,577	2,500
84.	1.150	52	14	15,577	2,500
85.	1.150	52	14	15,577	2,500
86.	1.150	52	14	15,577	2,500
87.	1.150	52	14	15,577	2,500
88.	1.150	52	14	15,577	2,500
89.	1.150	52	14	15,577	2,500
90.	1.150	52	14	15,577	2,500
91.	1.150	52	14	15,577	2,500
92.	1.150	52	14	15,577	2,500
93.	1.150	52	14	15,577	2,500
94.	1.150	52	14	15,577	2,500
95.	1.150	52	14	15,577	2,500
96.	1.150	52	14	15,577	2,500
97.	1.150	52	14	15,577	2,500
98.	1.150	52	14	15,577	2,500
99.	1.150	52	14	15,577	2,500
100.	1.150	52	14	15,577	2,500

Lot No. 100.

Lot No. 101.

Lot No. 102.

Lot No. 103.

Lot No. 104.

Lot No. 105.

Lot No. 106.

Lot No. 107.

Lot No. 108.

Lot No. 109.

Lot No. 110.

Lot No. 111.

Lot No. 112.

Lot No. 113.

Lot No. 114.

Lot No. 115.

Lot No. 116.

Lot